

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

May 11, 2017
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Zahn, Commissioners Bishop, Chirls, Lampe,
Larrivee, Woosley, Wu

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, , Kristi Oosterveen, Michael Ingram,
Eric Miller, Department of Transportation

OTHERS PRESENT: Councilmember Wallace

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:32 p.m. by Chair Zahn who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:37 p.m.

3. PUBLIC HEARING

Capital Facilities Planning and Programming Administrator Kristi Oosterveen said state law mandates developing an annual Transportation Improvement Program (TIP) and to hold a public hearing on it. She noted that following the public hearing, the Commission would be asked to finalize the proposed TIP for forwarding to the City Council.

Ms. Oosterveen said the TIP includes projects from the city's long-range plans, the Transportation Facilities Plan (TFP), the Capital Investment Program (CIP), as well as projects of regional significance in which the city may want to participate. Once approved by the Council, the TIP must be submitted to the Puget Sound Regional Council and the Washington State Department of Transportation no later than June 30, 2017.

The proposed 2018-2023 TIP contains a total of 85 projects. There are 33 projects in Section I, which is the adopted CIP; 33 projects in Section II, which is the adopted 2016-2027 TFP; 13 projects in Section III, which are other unfunded projects identified through analysis, pre-design or planning studies,; and six projects in Section IV, which are regional or outside agency led projects in which the city might choose to participate.

Chair Zahn opened the public hearing.

Mr. Richard Morris, 13430 SE 24th Street, noted that he previously had discussed with the Commission constructing a sidewalk along Kamber Road to improve safety. He said there are

some areas where there is no sidewalk. A local resident who is wheelchair bound must cross the road in order to access the sidewalk on the other side in order to go anywhere. The city did a great job on 145th Avenue SE where there were no sidewalks and no left-turn lanes. That is similar to what is needed along Kamber Road, which is a collector arterial. A map showing the missing sidewalk links was shared with the Commission, and it was noted that if Segment C were to be addressed, the needs of the wheelchair-bound person would be taken care of. A new crosswalk is needed at SE 20th Street and at SE 24th Street, and the sidewalk needs to be completed to SE 24th Street. Segment A is adjacent to a large open lot that will eventually be developed, at which time the city will require a sidewalk along the frontage. The city is going to conduct a speed survey for Kamber Road.

Mr. Jim Hill spoke representing Kemper Development Company, 575 Bellevue Way, announced that long-time Kemper Development Company employee Bruce Nurse would be retiring on May 12 and moving on to a life with a little less stress. He said he would represent the company from time to time before the Commission instead of Mr. Nurse. With regard to the TIP, he said the subsurface arterial came about as the result of a study done by the Bellevue Downtown Association more than a decade ago. The project envisions a tunnel under NE 6th Street. He said he was not seeking significant or additional funding for the project, rather to see the project remain on the wish list for the city. At some point it would be good to fund a feasibility study to see how the project might work. Given that trips within the downtown area are increasing, and given that according to the Puget Sound Regional Council the number of trips will double over the next 20 years, additional means of adding to the downtown capacity will need to be identified. It would be a shame to remove any additional capacity projects from the TIP wish list. He explained that the subsurface arterial would have a portal on NE 6th Street by Meydenbauer Center adjacent to the new light rail transit station. It could be either a two- or four-lane configuration serving the garages of buildings adjacent to NE 6th Street and continuing towards Bellevue Way to a turnaround. The project could add 10 to 12 percent of additional capacity in and out of the downtown. The tunnel would not need to be very deep and would likely be bored rather developed using a cut-and-cover approach.

A motion to close the public hearing was made by Commissioner Bishop. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

4. PUBLIC COMMENT – None

5. APPROVAL OF THE AGENDA

A motion to approve the agenda was made by Commissioner Woosley. The motion was seconded by Commissioner Larrivee and the motion carried unanimously.

The Commission took a moment to recognize Chair Zahn for her service to the city as a member of the Transportation Commission from 2013-2017, and to recognize Commissioner Larrivee for his service to the city as a member of the Transportation Commission from 2008-2017. Certificates of recognition signed by all Councilmembers was provided to each, along with a mug from the City Manager's Office.

Mr. McDonald said Commissioner Larrivee was appointed by the Council in April 2008 after having served two years on the Environmental Services Commission. At the first Commission meeting attended by Commissioner Larrivee, the agenda included the 2007-2013 CIP and initiation of the update to the Pedestrian/Bicycle Plan. Chair Zahn was appointed to by the Council in June 2013 and at her first meeting the focus was on the Downtown Transportation

Plan. The list of accomplishments for both include adoption of the Downtown Transportation Plan, approval of the Transit Master Plan, the successful conclusion of updates to the Transportation Element of the Comprehensive Plan, the Pedestrian and Bicycle Implementation Initiative, Vision Zero, Complete Streets, and the Downtown Subarea Plan policies.

Commissioner Larrivee thanked the Council for having faith in the citizens they appoint to the city's boards and commissions. He said it had been a privilege serving on the Transportation Commission. He said the work of the staff is incredible and instills confidence in moving forward into the future. He added that it had also been an honor to serve with fellow citizens.

Chair Zahn said she appreciated the fact that the staff are always very thorough, making the work of the Commission easier. The Commission always asks a lot of questions, and over time the staff have gotten very good at anticipating the questions that will be asked. She said she was honored to have worked alongside the Commissioners.

Councilmember Wallace thanked both Commissioners on behalf of the Council for their years of service to the city. He said while each brought to the table their own points of view and a diversity of opinions, they worked together to find common ground and to accomplish some very amazing things, including solid transportation plans.

6. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS

Councilmember Wallace said looking back from four or five years out, the hiring of the city's first transportation technology czar, which just occurred, with stand out. The first task for Steve Marshall, who came on board on May 1, will be to develop a transportation technology strategy for the city. Mr. Marshall was for many years an attorney representing Puget Sound Energy. He has traveled widely, has met people at every level of government, and has created some great contacts in the arena of technology.

Chair Zahn said it would be good for Mr. Marshall to attend an upcoming Transportation Commission meeting to introduce himself and share a few remarks.

Commissioner Lampe asked about the status of the TIFIA loan. Councilmember Wallace said he had hoped it would be a done deal by now, but given the new administration forward progress has been slowed. There is nothing to indicate the loan will not be approved. The most important thing is that for at least the time being interest rates have remained low. For every 1/100th of a percent the rate goes up will mean \$10,000 per year in payments on the loan. Once the loan is approved, the interest rate will be locked in for 40 years.

7. DRAFT MINUTES REVIEW/APPROVAL

A. March 23, 2017

A motion to approve the minutes as submitted was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

8. STUDY SESSION

A. 2018-2023 Transportation Improvement Program

Ms. Oosterveen said the six-year TIP includes projects the city believes could reasonably be done. The plan is financially unconstrained, except for the funds earmarked for projects in Section I.

Chair Zahn asked staff to comment on the project suggested by Mr. Morris during the public hearing. Ms. Oosterveen said she has spoke with Mr. Morris on the phone as well as with Kurt Latt from the Traffic Engineering group who also met personally with Mr. Morris to discussion the project. The request can be handled in a couple of different ways. Segment A in Mr. Morris's handout actually went through a recent Neighborhood Enhancement Program (NEP) process and did not make the final cut; it ranked 14 out of 29. Projects that come through the NEP are vetted by the Neighborhood Sidewalks Program, which is item 30 on the TIP project list and which is shown with an unsecured amount of \$15 million. The project could fall under the guise of a neighborhood sidewalk, particularly if addressed by segment. On the other hand, the project could be added to Section III as part of project 70, the Pedestrian and Bicycle Implementation Initiative which has a \$10 million placeholder.

Commissioner Woosley said he welcomed having citizens come forward with project suggestions. He stated that the needs in the city are great while the resources are limited. He said he would appreciate receiving a report from staff on how the project proposed by Mr. Morris compares to other projects. Ms. Oosterveen explained that the unsecured dollars are those that are assumed will be needed within the six-year window of the TIP. In order for the project to get onto any of the other priority lists, or to get to a position of having any more work done on the project, an effort outside the constrains of the TIP would be required. The project would fit into the Neighborhood Sidewalks Program or the Pedestrian and Bicycle Implementation Initiative.

Mr. McDonald said the Neighborhood Sidewalk Program will be before the Commission later in the year with a new set of prioritization criteria that may help rank projects across the city in terms of multimodal LOS metrics and guidelines. The project proposed by Mr. Morris appears on its face to merit consideration, but without reviewing all other projects that merit consideration it would be hard to know how it stacks up.

Commissioner Wu asked if it made a difference as to which of the two programs the proposed project should be added. Ms. Oosterveen said it would not make any difference in regard to the TIP.

Commissioner Larrivee asked if the stairs to Bellevue College are maintained by the city. Ms. Oosterveen said she did not know. Commissioner Larrivee pointed out that the stairs provide ingress and egress to the entire neighborhood and Bellevue College. Chair Zahn said that fact makes the stretch of roadway more relevant.

Ms. Oosterveen said there is a sidewalk on the north side of Kamber Road, while the south side of the road has a wide shoulder. The Commission has in the past had discussions focused on the opinion that having a sidewalk on at least one side of a street is preferable to having no sidewalk at all. An evaluation of whether or not a sidewalk is needed on the south side of Kamber Road has not been done but it is on the list to be evaluated.

Commissioner Woosley stressed the issue of improving pedestrian safety and suggested as an interim step creating a pedestrian crossing of the roadway connecting the south side with the sidewalk on the north side. Ms. Oosterveen said the city's crosswalk program has evaluated the

need for a crossing at that location. The program will mainly be funded with levy dollars.

There was consensus not to add the proposed project as a separate line item in the TIP.

With regard to the subsurface arterial highlighted by Mr. Hill during the public hearing, Ms. Oosterveen said the project was removed at the recommendation of staff from Section III of the TIP. Mr. McDonald said the project is included as a concept only in the downtown subarea plan Comprehensive Plan amendments for 2017. There is not, however, a recommendation for implementation of the project. In reviewing the Downtown Transportation Plan, the Commission received at least one briefing on the project and chose to retain it as a concept only for future consideration. The Commission could choose to add it to the list of TIP projects, though that would not advance the project any faster, just as not including it in the TIP would slow down the project.

Chair Zahn noted that the project had been included in the TIP as a concept for many years and asked why the staff had recommended removing it. Ms. Oosterveen said the intent is to look at the TIP in light of its true purpose, namely that the projects included on the list are those which are feasible to do during the six-year timeframe. In the opinion of staff, the subsurface arterial could not be feasibly be done during this TIP timeframe. The Commission is free to decide otherwise.

Commissioner Woosley pointed out that the current federal administration has proposed a trillion dollars in infrastructure investments, and the city has always had a policy of keeping things on the list that might qualify for outside funds. The subsurface arterial is the only project of those staff has recommended for deletion that still has the potential of becoming an actual project. The scope of the downtown livability update has grown to envision a significant upzone in the downtown, something that would generate significantly more trips. The subsurface arterial project could potentially accommodate many of those trips, and as such the project should be kept on the list.

Commissioner Bishop proposed including the project in Section III of the TIP with the previous description. He said he would also want to see some money earmarked for conceptual design, possibly half a million dollars.

Commissioner Larrivee said he supported the recommendation of the staff. The subsurface arterial project is certainly not something that realistically could be implemented within six years, even if funding were in hand.

Commissioner Chirls said he was not at all sure the current federal administration from a political perspective cares too much about what happens in the state of Washington. He said he would be surprised to see the TIFIA loan approved, but added that he hopes it will be. The suggestion of Commissioner Bishop to include some money for design work for the subterranean arterial represents a relatively practical and pragmatic approach. However, since the TIP is not financially constrained, it would not necessarily be relevant to include half a million dollars as opposed to a much larger amount. He said he had yet to hear any solid reasons for imposing any constraints at all on the TIP. Downtown residents face problems already, and additional development is occurring every day that will only make things worse. There may come a time in the near future when the situation will become so obvious and desperate that developers in addition to state and local authorities will look to any alternative, including expensive options like the subterranean arterial, and be willing to put up some money as an inducement for others to join them. The project should be included in the TIP.

Commissioner Lampe agreed the project should be included in the TIP for all the reasons stated. He added that NE 6th Street with its direct HOV access to I-405 offers the unique opportunity to divert a lot of future traffic off the downtown streets in conjunction with something like the subterranean arterial.

Commissioner Wu said keeping the project in the TIP would not hurt, though she added she was not sure how much it would help, either.

Commissioner Bishop pointed out that the Commission in previously discussing the project decided it would be a good idea to check in with the Council liaison to gain his views. He said he along with Chair Zahn and Transportation Assistant Director Paula Stevens met with Councilmember Wallace who said he would not have a problem with including the project in the TIP. Chair Zahn agreed that in that meeting Councilmember Wallace left the issue up to the Commission to decide.

Commissioner Woosley commented that the Governor has a request in to the federal government for \$5 billion for infrastructure funding. The state's relative fair share of the trillion dollars proposed by the President would be \$20 billion. It will take leadership on many levels to get it done. The NE 6th Street project will cost some \$70 million, which is far beyond Bellevue's ability to pay, but WSDOT has reported that the project is included as part of the I-405 expansion project, with some of the future toll revenues slated to fund the design and construction of the extension. The project has been on Bellevue's list for many years, and the fact that it has been retained led to the state finding funding for it. The lesson is that having projects on a list can lead to their being funded.

A motion to include the subterranean arterial in the TIP with the dollar amount previously included was made by Commissioner Chirls. The motion was seconded by Commissioner Bishop and the motion carried with Commissioners Woosley, Chirls, Bishop, Wu and Lampe voting in favor, and Commissioner Larrivee voting against.

Ms. Oosterveen said the project would be added to Section III as project number 80, bringing the total number of projects to 86.

Commissioner Woosley asked if the city has a program through which private entities can contribute funding toward specific projects. Ms. Oosterveen said until the project becomes an actual project, the city cannot offer much more than language in the project description about the potential of having private investment contributions. There is nothing that would stop private investment from fully funding the design work.

A motion to approve the proposed 2018-2023 Transportation Improvement Program as amended and to forward it to the City Council was made by Commissioner Woosley. The motion was seconded by Commissioner Larrivee.

Commissioner Lampe observed that projects 21 through 23 had been moved from Section II to Section I and asked if the projects are TIFIA related. Ms. Oosterveen noted that the TIFIA projects all have a designation per request of the Commission that states implementation may be advanced associated with TIFIA loan execution.

Chair Zahn commented that there was in the packet information about the widening of I-405, and the potential for WSDOT to make improvements on Coal Creek Parkway and 118th

Avenue SE. She asked if the Coal Creek Parkway and 118th Avenue SE projects should be added to the TIP to cover the possibility of WSDOT not having enough money at the end of the day to take on those improvements. Ms. Oosterveen called attention to the I-405 Corridor Program Implementation project that talks about widening the freeway south of Bellevue to Renton. The project is a catchall for projects that might emerge and be in need of some city funding.

Commissioner Bishop called attention to project 16, West Lake Sammamish Parkway, and noted that there recently has been discussion about accelerating Phase 2 because of a utility project. If that is done, the limits outlined in the project description in the TIP may not be appropriate. Capital Programming Manager Eric Miller suggested the language leaves open the question of where the Phase 2 terminus should be.

Commissioner Bishop suggested there should be a subtotal of costs included at the end of each section. Ms. Oosterveen said she could do that for the Commission's version, but pointed out that the version to be submitted will not include that.

Commissioner Bishop called out project 35, the bike lanes on SE 16th Street between 148th Avenue SE to 154th Avenue NE, and pointed out that twice the East Bellevue Community Council representative has asked to have the project removed. He asked if the project should be removed. Ms. Oosterveen said projects that are included in approved plans are not removed from the TIP until they are removed from the approved plans. She added that part of project 35 is on the levy list.

Chair Zahn proposed adding language to the description to the effect that the project as described is not what the city is looking to build. Ms. Oosterveen said that could be accomplished by including a parenthetical stating that the project elements are to be reviewed in the subsequent TFP update process.

There was agreement to add the parenthetical and to include it as a friendly amendment to the motion on the floor.

Commissioner Bishop referred to project 38, widening of 150th Avenue SE between SE 37th Street and the I-90 off-ramp, and noted the total cost shown of \$250,000. Ms. Oosterveen clarified that the dollar amounts shown equate to what is shown for the project in the adopted TFP. She added that the project is also part of PW-R-198, the levy congestion program. The money for a long-range analysis of the Eastgate area is included in project 69, Eastgate Subarea Plan Implementation in Section III. Projects 38, 55 and 61 are all part of the dollars that are part of PW-R-198.

With regard to project 40, 129th Avenue SE from SE 38th Street to Newport Way, Commissioner Bishop said it was his recollection that the project has been killed. Ms. Oosterveen said that is the case, but the project remains in the TFP and thus it is included in the TIP. Chair Zahn said the issue could be clarified by including a parenthetical statement in the project description.

Commissioner Bishop pointed out that the last line of the description for project 43 references a project that was completed in 2016, namely 120th Avenue NE Stage 1. Ms. Oosterveen said the parenthetical statement in the description could be removed.

Commissioner Bishop commented that the westbound to northbound right-turn lane mentioned

in the description for project 47 has also been completed. Ms. Oosterveen said the project description mirrors the one in the TFP. She suggested adding a parenthetical statement to add clarity.

Commissioner Bishop pointed out that the description for project 48 should read “southbound to westbound” rather than “southbound to eastbound.” Ms. Oosterveen said the typo can be fixed.

Commissioner Bishop said the last line the description of project 63 refers to the third phase of improvements when it in fact should refer to phases four and five. Ms. Oosterveen made a note of that.

Commissioner Bishop noted that the description of project 80 lists a number of ideas. Absent from the list is the NE 2nd Street extension or the Main Street half diamond. Coal Creek Parkway interchange could also be added to the description. Mr. Miller said NE 2nd Street extension is included in Section II as project 39. Ms. Oosterveen agreed to include Coal Creek Parkway to the description.

Commissioner Bishop observed that the description for project 39 specifically lists the NE 2nd Street extension, and pointed out that WSDOT has conducted an exercise in its planning for the next phase of I-405 improvements that questions whether the half diamond should be at Main Street or NE 2nd Street. It would cost about \$100 million less for right-of-way acquisition if located at Main Street. Chair Zahn proposed adding a parenthetical statement addressing that issue.

With regard to project 81, I-405 bus rapid transit implementation, Commissioner Bishop said the third line of the description paragraph talks about King County Metro and King County Metro’s long-range plans. However, now that ST-3 has passed and will be a significant element in the coming years, ST-3 and the long-range plans should be mentioned in the description. Ms. Oosterveen made a note of the suggestion.

Commissioner Woosley said part of ST-3 will include an additional light rail line running through Bellevue to Issaquah. The preliminary plan is to come through Richards Valley, across SE 8th Street and tie in at the East Main station, then exit at the Wilburton station and go up to the maintenance facility and on to the South Kirkland park and ride. He said he wanted to make sure the city was ahead of the curve in the planning work.

Commissioner Lampe said that light rail element is not scheduled to be complete until 2041. The initial planning for the project is still some ten years out on Sound Transit’s timeline, well beyond the range of the TIP.

Mr. McDonald said the EIS scoping for the Wilburton study will probably include the light rail line.

Commissioner Woosley commented that project funding components appear in different areas and in different plans. It is difficult for the Commissioners to track it all, and even more difficult for citizens. It would be helpful to have a summary report showing what the plans are and where the money will come from. Ms. Oosterveen explained that for the purposes of the TIP, the numbers shown as secure project funding are the dollars that would be seen in a CIP budget page generated by the finance department for the capital plan. Anyone comparing the TFP to the TIP would see that the dollar amounts match. She said staff could come up with a

synopsis of how the funding works. There is, however, no grand catchall for all the specificity given the high number of variables. She added that the city's website is in the final stages of being redesigned and hopefully it will be easier for citizens to get to the numbers they are looking for.

Commissioner Bishop said the WSDOT website has a standard form on each project page that says where the money comes from for each project. Ms. Oosterveen said the numbers are shown on the CIP project pages, including expenditures and revenue sources.

As maker of the motion on the floor, Commissioner Chirls agreed to include as a friendly amendment the parenthetical statements and language corrections highlighted during the discussion. Commissioner Woosley agreed as seconder of the motion.

The motion as amended carried unanimously.

B. Transportation Management Program Review

Senior Transportation Planner Michael Ingram briefly reviewed the discussions to date regarding the Transportation Management Program, noting that the Commission had previously worked through the current requirements and developed recommendations for changes, which were endorsed by the City Council. He said the task going forward is to flesh out how the recommendations can be framed in the code along with accompanying administrative guidance.

The performance targets was one area the Commission recommended for revisions. Mr. Ingram said the issue was comprehensively discussed in the memo. The recommendation was to revise the targets to make them realistic and equitable, and to extend the requirements to office uses citywide. The idea of working with two zones, the downtown and outside of the downtown, came out of working with a group of property managers and representatives from the Transportation Management Association (TMA). It could be that in the future there will be a need to include the Bel-Red area as a third and separate zone.

In considering the appropriate target levels for what buildings should seek to achieve relative to a drive-alone rate, a number of existing references were looked at. There are target levels in the Comprehensive Plan that are fairly aggressive. For the downtown, the target is a 35 percent drive-alone by the horizon year of 2035. There is census data available for the downtown, though it is not fully up to date. The more frequently updated data points come from the Commute Trip Reduction (CTR) work sites, each of which is affected by trip reduction regulations and each of which is pursuing at some level reducing the number of drive-alone trips by their workforce populations. To the extent that what constitutes good performance can be identified, the average level of drive alone to those work sites is a relevant reference for what can be achieved under current conditions.

Commissioner Woosley pointed out that Microsoft is a major office tenant in the downtown. Microsoft spends \$40 million annually operating a private shuttle service. Mr. Ingram said there are in fact a number of large employers in the downtown, with Expedia being the single largest work site. They have pursued trip reduction at various levels at various times. The best performers as a class are the civil engineering firms.

Commissioner Chirls said the other thing happening in the downtown is that more people who work in the downtown are also living in the downtown. The average age of the downtown

resident has fallen from over 50 to only 34. Many of them were likely previous commuters into the downtown before deciding to live there. Mr. Ingram said downtown residents who walk to work in the downtown are counted in the non drive-alone category, the proportion of which has been steadily growing.

Mr. Ingram said surveys are conducted at CTR worksites every two years and some fluctuations are seen from one cycle to the next. He shared with the Commissioners data averaged over the last three survey cycles. In the case of CTR sites in the downtown, 53 percent of the people drive alone and 47 percent do something else, and the something else can include walking, biking, telecommuting, carpooling/vanpooling, and public transit. CTR sites outside of the downtown average 72 percent drive alone. The census data, which is citywide and represents a five-year average, indicates a 73 percent drive-alone rate.

Chair Zahn said Factoria is another area that has dense office buildings and traffic issues. She asked if that area might at some time be considered as a separate zone. Mr. Ingram said that that is a potential. Currently Factoria is viewed as part of the larger Eastgate area. There are mix of conditions represented there, including a centrally located transit hub and the Boeing office park which is not well served by transit. The Factoria area is a mile from the transit hub but enjoys fairly good transit service.

Commissioner Woosley pointed out that work sites face a number of requirements ranging from city requirements to state requirements depending on how large they are. In Factoria, T-Mobile is large and must comply with the state CTR requirements.

Commissioner Chirls said even small companies have incentives to reduce drive-alone rates. He said his company is small and as an employee he receives free bus passes. Mr. Ingram said the city works with all interested employers.

Commissioner Chirls asked if there have been any surveys to determine why people have made the choice not to drive alone. Mr. Ingram said a part of the CTR survey asks why people choose to drive alone and why they choose not to, and what would encourage them to try something else. Commissioner Chirls suggested that from a marketing standpoint, asking someone what they would do if yields responses that are notoriously inaccurate in forecasting behavior. Where someone has in fact changed their behavior, asking them why they did so will generate good information.

Commissioner Wu agreed that the CTR results offer good targets. She added that the availability of alternative transportation, especially good transit services, is key for companies meeting or exceeding their targets. Mr. Ingram said targets are set when a building is permitted and they do not change after that. The level of transit service does change over time, which means it is the dynamic element. In the case of Factoria, the area arguably had better transit service before the direct access ramps were built in Eastgate, because every bus previously passed in front of T-Mobile. Now those buses bypass T-Mobile and head directly to the Eastgate park and ride.

Chair Zahn said the result is additional congestion, especially since the school district start and end times puts even more traffic on those same streets. Commissioner Wu agreed. Work sites that are relatively close to transit stations can be said to have good transit service. Larger employers who face a last mile issue could solve the problem on their own by providing shuttles. Mr. Ingram said that certainly is a strategy a building could choose to adopt.

Mr. Ingram called attention to the map of CTR sites in the packet. He pointed out that there is a pretty good balance in terms of number of workers and sites between the downtown and outside of the downtown. He said the staff-recommended target of 53 percent matches the current performance of the CTR sites. Under the current framework, there are target levels ranging from 54 percent for the Civica building, and 26 percent for the Expedia building. Arguably, the proposed 53 percent target lies toward the realistic end of what can be expected. The average of the buildings surveyed is above 60 percent; the lowest is 47 percent at the Key Center building, and the highest is 69 percent at the Columbia West building.

Chair Zahn said clearly there are some buildings that have some work to do. In setting goals, the focus should be on being aspirational.

Commissioner Woosley agreed but added that the goals should also be achievable. Much depends on the mix of tenants within a building. He noted that the average is actually closer to the highest performing building than to the lowest performing building. The tenant mix within buildings change all the time and it should be recognized that that fact impacts the ability of a building to meet its goals. Mr. Ingram said a building will find it harder or easier to meet its goals depending on the type of tenants it has.

Chair Zahn commented that the current averages are not necessarily where things will stand 18 years out.

Commissioner Wu agreed with the need to set realistic targets. She added that the city could also establish another tier with incentives for going above and beyond the targets. Mr. Ingram said under the framework of the program, buildings are expected to make progress toward their goals over time. If progress is not occurring, changes and additional measures are discussed.

Commissioner Woosley called attention to a graph he developed with Commissioner Bishop. It showed downtown Bellevue trip growth based on the official city and regional forecasts. By 2030 the downtown will see 280,000 additional trips, which is a 73 percent increase from 2010. Of those trips, 16,000 will be made by light rail, 4000 will be by bus rapid transit on I-405, and as many as 27,000 trips will be on Metro. Bike and walking trips are expected to increase substantially. However, vehicular person trips are projected to increase by 187,000. Realistic goals are clearly needed.

Commissioner Wu commented that the CTR results offer good data given that it is based on surveys. The CTR worksites have the best potential to achieve realistic non-SOV targets, thus the results offer a good baseline. She said, however, that she would like to be more aspirational than what is achievable currently.

Mr. Ingram allowed that a number of TMP buildings have a mix of smaller tenants. Some buildings in fact have a very large number of small tenants, including Skyline Tower in the downtown. The commute trip mode choice tends to be different for smaller employers given fewer opportunities for ride matching within the work place, and typically less by way of incentives. The result is higher drive-alone rates by employees of smaller employers. There are buildings for which the CTR targets will be challenging to meet.

Chair Zahn asked if the targets are goals or requirements. If they are goals, it will be easy to acknowledge that some buildings will far exceed the expectations, and some that will not. Mr. Ingram said they are called goals in the code. The expectation is that over time buildings will make progress toward their goal and eventually achieve it. The consequence of not meeting the

goal is having to change what a building is doing. Beyond expectations, however, there are no real consequences for failing to achieve the goal.

Commissioner Chirls said he had questions about value and responsibility. Where the focus is on changing people's behavior, there is focus given to responsibility for one's own behavior. He said what he wanted to see was some focus on what the city can do based on an understanding of why people make the decisions they do to drive alone. Only once it is known why people make the choices they make will the city be able to know what buttons to push. Information of that sort is lacking to a great extent from the plan. Mr. Ingram said the plan establishes a framework for the discussion. Without the CTR requirements for large work sites, without the TMP requirements, no one would even be talking about reducing their drive-alone rates.

Chair Zahn said it was her understanding that the building managers were in fact interested in the city having some kind of program. Absent a directed approach, everyone will suffer as the number of SOVs on the roadways remains high. Mr. Ingram said there is a clear understanding about the mutual benefit of having plans to reduce the number of drive-alone commuters.

Commissioner Bishop suggested that to some extent it really is the market that is the driving factor, not anything the city is doing.

Commissioner Woosley said a key limiting factor is the amount of parking available in each building. He said it was his understanding the focus was on refining the program and reducing any duplication that exists between the local and regional requirements, and to make the targets more achievable. Mr. Ingram said that was a fair assessment. He added that in the broader sense reductions in the drive-alone rate are being seen all the time. They are occurring at both the CTR and TMP buildings. The national and statewide drive-alone rates have remained even or have gone up, whereas in Bellevue the rate has gone down among residents and workers alike.

Commissioner Chirls said he could argue that that has more to do with a change in demographics than anything else. Bellevue is in the heart of a tech area that attracts young people, many of whom are not as tied to cars as their parents' generation. A survey asking specific questions could help inform what the city can do to incent others to follow suit.

Commissioner Wu asked if those pertinent questions could be asked as part of the upcoming online open house. Mr. Ingram said that would require an understanding of specific subsets, such as those who recently changed their behaviors or those who have been taking the bus for some time.

Commissioner Lampe agreed with the need to find out the true underlying reasons for the decisions made by people.

Mr. Ingram stated that those who drive alone have been found to be very open to trying other options, but for reason of their current circumstances they choose not to. The information means there is a market opportunity.

Mr. Ingram said he was interested in hearing from the Commissioners comments on the performance targets and the approach to implementation activities. He agreed to bring back more information about what is known about the population in terms of available survey data. A qualitative research project is just getting started that will yield results by early July. There

remain some concerns about the implementation activities and going too far down that track without some broader market context.

Commissioner Chirls suggested that if the Commission had more data, it could do a much better job of attacking the targets and getting to better results.

A motion to extend the meeting to 9:15 p.m. was made by Commissioner Lampe. The motion was seconded by Commissioner Bishop and the motion carried unanimously.

8. OLD BUSINESS – None

9. NEW BUSINESS

Mr. McDonald explained that since the meeting was the last for Chair Zahn, and since there would be no successor until the Commission votes to name one, he pointed out the need for the Commission to select a temporary chair to convene the June 8 meeting. It is not automatic for the vice-chair to step into the role of chair, though that has occurred in the past.

Commissioner Woosley nominated Commissioner Bishop to serve as temporary chair.

Commissioner Wu nominated Commissioner Chirls to serve as temporary chair.

A majority of the Commissioners voted for Commissioner Bishop.

10. PUBLIC COMMENT – None

11. REPORTS FROM COMMISSIONERS

Commissioner Bishop informed the Commission that his neighborhood recently went through the Neighborhood Enhancement Program process. The process began in the fall and some 15 to 20 people showed up at the open house. Projects were identified and staff went through the exercise of evaluating them. About 100 people voted for the project of their choice. The amazing thing was the level of interest the residents had in participating in the process.

Commissioner Bishop said the data he and Commissioner Woosley used to compile the charts showing trip growth and the percentages by travel mode was all drawn from the 2013 Downtown Transportation Plan update and the Transit Master Plan. The Downtown Transportation Plan says there will be 665,000 trips in the downtown in 2030, which is an increase of 280,000 over 2010. Sound Transit says 16,000 of those trips will be on light rail. Bus rapid transit will account for about 4000 trips, while transit via King County Metro and other buses will account for 27,000. There is no data regarding how many trips will be by bicycle, and Commissioner Bishop said he tossed in an increase from the current 300 to 1000 as a guess. An increase in walking trips is forecasted as well.

Commissioner Chirls suggested the number of bike commuters could increase substantially if the necessary infrastructure is created.

Commissioner Larrivee suggested that had a similar study been done years before the car was invented, the projections for number of horse and buggy commuters would have been huge. Over time, technology intervenes to drastically change the projected picture. He cautioned against underestimating the impact of economics, individual behavior and technology on how

things play out. A part of the Commission's role is to anticipate change. He pointed out that the makeup of the Commission does not mirror the city's demographics, in particular its youth. The generation that is coming up is a very different breed. They are not buying cars because they do not want cars; they have very different ways of thinking about transportation. They see a different future. He encouraged the Commissioners to keep an open mind about the kinds of changes that are bound to happen.

Chair Zahn said she was encouraged to see the city bring on a transportation technology manager. As time moves on, what he will bring in terms of looking forward to new technologies will undoubtedly change the projections.

Commissioner Woosley reported that the Enatai Neighborhood Association is appreciative and pleased to be moving forward with the Bellevue Way South expansion, particularly the Y on Bellevue Way.

Commissioner Lampe reminded the Commissioners about the upcoming closure of the South Bellevue park and ride on May 30, and the closure of the I-90 center lanes on June 3. He said he met recently with the East Link coordinator for South Bellevue and learned that construction in many areas in Bellevue are set to kick off in June.

Commissioner Wu said the Wilburton CAC process has generated several land use alternatives. The alternatives will be subjected to several tests, including multimodal LOS.

Chair Zahn reported that WSDOT recently came to the Greenwich Crest neighborhood to talk about I-405 widening. A couple of neighbors who were working with WSDOT came up with a series of roundabouts to help with traffic flow in the Coal Creek Parkway and 118th Avenue SE area. The general feeling is that the approach would help reduce congestion and improve safety for pedestrians. She said roundabouts are not well understood and suggested the Commission would benefit from having a briefing on them.

Commissioner Bishop said the Coal Creek Parkway/118th Avenue SE plan with new roundabouts appears to be something that would work very well. What really jumps out is having a new five-lane southbound I-405 roadway that does not currently exist. Chair Zahn allowed that there is more work to be done.

Chair Zahn said she would like to see more collaboration between the city's boards and commissions going forward given the degree to which the work is intertwined.

12. STAFF REPORTS

Mr. McDonald said the City Manager's office has advertised for applications to fill the vacancies on the Transportation Commission and other boards and commissions. To date, some 20 applications have been received from persons interested in serving on the Transportation Commission. The list will be narrowed down to candidates to be interviewed. The anticipation is that the selection process will be completed and the new Commissioners may be appointed by the June 8 Commission meeting.

Mr. McDonald said he presented the Commission's multimodal LOS recommendation to the National Conference of the American Planning Association in New York on May 6. He said it was well received and that he had also been asked to provide the Puget Sound Regional Council with an update.

13. COMMISSION CALENDAR

Mr. McDonald briefly reviewed the upcoming agenda items.

14. ADJOURN

Chair Zahn adjourned the meeting at 9:20 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date